

## Intimations.

Sta. No.	Hung Horn	150	150	47.6	47.6	7.185	82	4.975
230	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975
231	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975
232	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975
233	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975
234	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975
235	"	150	150	47.6	47.6	7.185 <th>82</th> <th>4.975</th>	82	4.975



To-day's  
Advertisements.HARMSTON'S  
CIRCUSAND  
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

A TRIUMPHANT SUCCESS.

Our Magnificent Stud of Horses in the Realistic  
**STEEPLE CHASE,**  
Introducing the Entire Company.**MATINEE TO-DAY MATINEE**  
AND EVERY DAY AT 3.30 P.M. DURING  
CHINESE HOLIDAYS.TO-MORROW (FRIDAY) EVENING,  
FEBRUARY 22ND,  
COMPLIMENTARY BENEFIT TO  
**Mrs. HARMSTON LOVE.**

A HOST OF NOVELTIES.

GENTLEMAN RIDERS' NIGHT.  
A Handsome Trophy to the best Gentleman  
Rider over our Steeplechase Course on our  
horses to be drawn on the Evening it takes  
place. OPEN TO ALL GENTLEMAN  
AMATEURS. Gentlemen intending to com-  
pete will kindly notify by letter addressed to  
MANAGER, CIRCUS, CONNAUGHT  
HOUSE.

## TUG-OF-WAR.

A Prize of \$50 will be given for a Decision  
between ROYAL GARRISON ARTILLERY  
2nd H.M.S. "CENTURION" (STOKERS'  
TEAM).Box Office Plan:—ROBINSON PIANO Co.,  
Queen's Road.

## POPULAR PRICES.

SOLDIERS AND SAILORS OF ALL NA-  
TIONALITIES admitted to CHAIRS and  
STALLS HALF-PRICE.ROBERT LOVE, Manager.  
Col. CHAS. B. HICKS, Representative.  
Hongkong, 21st February, 1901. [64c]

## THEATRE ROYAL

## BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond side  
Championships).28TH FEBRUARY, 1ST & 2ND MARCH.  
Under the Management of  
Mr. C. T. ROBINSON.VALUE OF PRIZES, OVER \$2,000  
GIGANTIC ENTRIES.  
FEATHER WEIGHTS (126 lbs.)T. Lawrence, Band, R.W.F., v. D. Davis, E. Co.,  
R.W.F.J. H. Brihn, U.S.S. Brooklyn, v. J. Jago,  
H.M.S. Centurion.T. Matthews, Band, R.W.F., v. C. A. Bowley,  
Taikoo Sugar Refinery.J. Veir, H. M. Naval Yard, v. W. H. Creasy,  
Seige Train.Reserves—Tim Bailey, H.M.S. Undaunted,  
and H. K. Remedios.

LIGHT WEIGHTS (140 lbs.)

T. Baddeley, Sapper, R.E., v. W. Thomas, B.  
Co., R.W.F.T. Phillips, H.M.S. Argonaut, v. J. Sandford,  
B. Co., R.W.F.Geo. Smith, H.M.S. Centurion, v. W. Foster,  
R.M.L.I., H.M.S. Terrible.T. Harvey, R.M.A., H.M.S. Tamar, v. J. Kin-  
zey, U.S.S. Bennington.Reserves—W. Barrett, Sapper, R.E.; Pte.  
B. Moore, A.O.C., C. Morris, C. Co., R.W.F.,  
Sergeant Davis, R.W.F.

MIDDLE WEIGHTS 158 (lbs.)

Thos. Phillips, H.M.S. Argonaut, v. W. S.  
Bailey, Hongkong.E. Mansford, H.M.S. Argonaut, v. J. Burns,  
U.S.S. Albany.Sergeant Jones, R.W.F., v. E. C. Duffey, U.S.S.  
Brooklyn.J. W. Newman, H.M.S. Terrible, v. Bob Ber-  
wick, Taikoo Sugar Refinery.

Reserve—Geo. Smith, H.M.S. Centurion.

HEAVY OR CATCH WEIGHTS.

McMurray, 25th Co. S.D.R.A., v. Copl, Aldridge,  
25th Co. S.D.R.A.Jack Gorman, Harmston's Circus, v. Bob  
Savage, U.S.S. Galathea.J. H. Tibbs, U.S.S. Brooklyn, v. W. S. Bailey,  
Hongkong.

## POPULAR PRICES.

STAGE RESERVED SEATS, \$10 Season.

Do. Do. \$4 per Night.

DRESS CIRCLE, \$3 and \$2.

PIT, \$1.

BOX PLAN NOW OPEN AT  
ROBINSON PIANO Co.

Hongkong, 15th February, 1901. [154c]

## EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above  
LODGE will be held at the FREEMASON'S  
HALL, Zealand Street, on MONDAY, the 25th  
instant, at 5 for 5.30 P.M. Visiting Brethren  
are cordially invited to attend.

Hongkong, 21st February, 1901. [236c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR HAIPHONG.

THE Company's Steamship

"HAU-LOONG,"  
Captain Bathurst, will be despatched for the  
above Port, TO-MORROW, the 22nd instant,  
at Noon.For Freight or Passage, apply to  
DOUGLAS LAFAIR & Co.,  
General Managers.

Hongkong, 21st February, 1901. [232c]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above  
on SATURDAY, the 23rd instant, at Noon.This Steamer has Superior Accommodation  
for First class Passengers, is fitted throughout  
with Electric Light and carries a Doctor.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 21st February, 1901. [214c]

To-day's  
Advertisements.

## INSURANCE HOLIDAYS.

## HONGKONG RACES.

THE Undersigned INSURANCE  
OFFICES will be CLOSED for the Trans-  
action of Public Business, at 11.45 A.M., on  
TUESDAY, WEDNESDAY and THURS-  
DAY, the 20th, 21st and 22nd instant.JARDINE, MATHESON & Co.,  
General Agents.CANTON INSURANCE OFFICE, LD.  
General Managers.HONGKONG FIRE INSURANCE CO.,  
LIMITED.For the UNION INSURANCE SOCIETY OF  
CANAL, LIMITED.W. J. SAUNDERS,  
Secretary.For the NORTH-CHINA INSURANCE CO., LD.,  
Agents.W. H. PERCIVAL,  
Agent.For the CHINA TRADERS' INSURANCE CO.,  
LIMITED.W. H. RAY,  
Secretary.For the YANGTZE INSURANCE ASSOCIATION,  
LIMITED.SHEWAN, TOMES & Co.,  
Agents.For the CHINA FIRE INSURANCE CO., LD.,  
GEO. L. TOMLIN,  
Secretary.

Hongkong, 21st February, 1901. [235c]

THE HONGKONG STEAM WATER  
BOAT CO., LIMITED.SHAREHOLDERS are hereby notified that  
the STATUTORY MEETING of the  
above Company will be held at the COMPANY'S  
OFFICE, on THURSDAY, the 7th March, at  
NOON.J. W. KEW,  
Manager.

Hongkong, 21st February, 1901. [233c]

## DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at  
the HONGKONG CLUB, on FRIDAY, the  
8th March, at 8 o'clock, P.M.MEMBERS intending to be present are  
requested to send in their NAMES to the  
HON. SECRETARY, on or before TUESDAY,  
the 5th March.The Secretary will be glad to receive the  
Names of Devonians wishing to join the  
Society.MOWBRAY S. NORTHCOTE,  
Hon. Secretary.C/o HONGKONG CLUB.  
Hongkong, 21st February, 1901. [231c]

## Intimations.

## EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 46, Queen's Road Central,  
(R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting the eyes, and in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
"Eye Strain" ending in serious forms of disease.  
Glasses specially adapted in youth to those  
requiring them save and preserve the sight.Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indicate  
a deficiency in the form of the eye require-  
ing Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.

ADVICE FREE. [243b]

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

Per Doz.  
Case.A.—THORNE'S BLEND, White  
Capsule ..... \$10.80B.—WATSON'S GLENORCHY,  
MELLOW BLEND, Blue  
Capsule, with Name  
and Trade Mark ..... 10.80C.—WATSON'S ABELLOUR-GLEN-  
LIVET, Red Capsule,  
with Name and Trade  
Mark ..... 12.00D.—WATSON'S H.K.D., BLEND  
OF THE FINEST SCOTCH  
MALT WHISKIES, Vi-  
olet Capsule ..... 14.40E.—WATSON'S VERY OLD LI-  
QUEUR SCOTCH WHISKY,  
Gold Capsule ..... 15.00THORNE'S BLEND and WATSON'S  
GLENORCHY are high class Soda  
Whiskies, of greater age than most  
brands in the market.ABELLOUR-GLENLIVET is a very old  
Peat Whisky, (smoky) and could not  
now be replaced in stock at the price.D. is well-known for  
its fine flavour.E. is of superb quality  
and pronounced by lead-  
ing local connoisseurs to  
be the best brand in the  
Hongkong Market.A. S. WATSON & CO., LIMITED,  
HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 21, 1901.

## REUTER'S TELEGRAMS.

## PARLIAMENT.

LORD CRANBOURNE SATISFIED  
WITH RUSSIA'S ASSURANCE.INSTRUCTIONS TO COM-  
MANDERS.

LONDON, February 18th.

After the rejection of a motion by Mr.  
Dillon for an adjournment to discuss the  
China question, Lord Cranborne, in the  
debate on the address, said the punishment  
of the offenders must precede all other con-  
sideration; that he was satisfied with Russia's  
assurance that the occupation of Manchuria  
was only temporary, and that he was not  
aware of any Power contemplating an ex-  
pedition to the interior of China, but if such a  
thing was contemplated, our commanders  
would require fresh instructions.

## COMMERCIAL.

## RUSH FOR TEA AND TOBACCO.

LONDON, February 19th.

26,000,000 lbs. of tea have been removed  
from Bond in London during the last ten-  
days, in expectation of increased taxes, and  
a similar rush has occurred in the clearance  
of tobacco and spirits.INCREASE TO THE BRITISH  
ARMY.

150,000 MEN.

## COALING STATIONS.

The Daily Chronicle states it has been  
practically settled that the increase of the  
Army will be 150,000 men at the pay of 1/-  
per diem and that 40,000 Yeomanry will be  
raised. The garrisoning of the smaller coal-  
ing stations will be transferred to the Navy.

## WEATHER REPORT.

The Observatory report says:—  
On the 21st at 12.5 p.m. the barometer has  
risen rapidly on the China coast, and pressure  
is again high over China. The depression is  
probably passing away over E. Japan, and pres-  
sure remains low, also, in the Pacific to the E.  
of Formosa. Gradients are rather steep with  
very strong monsoon on the China coast, and  
increasing monsoon in the N. part of the China  
Sea. Forecast:—Fresh to strong N. winds;  
cloudy, dull.

## LOCAL AND GENERAL.

THE number of cases and deaths from cholera  
in Singapore from the 24th to the 30th January  
last inclusive were cases 12, deaths 11.THE Imperial Astronomers have been ordered  
to find a propitious day for the Emperor to  
start on his return journey to Peking in Spring.THE mortality return from Macao for the week  
ended 10th February show that there were 48  
deaths during that period, compared with 40  
the week before.THE statement of plague cases and deaths in  
Bombay City from the 25th of December to 7th  
January shows that there were 477 cases and  
367 deaths during that time.SHE stood before the glass, gazing earnestly.  
"Really," she said, "I do believe I have a  
migraine coming."And yet she seemed rather pleased than  
otherwise.In another moment the young man she had  
seen through the window had entered the  
room, bringing his mustache with him.THE Stam Free Press of the 7th of this month  
says: Yesterday evening some youngsters were  
amusing themselves with peashooters opposite  
a Chinese barbers shop near Bangrak. Some  
of the grains happened to hit the barber several  
times and not relishing the fun he seized a brick  
and struck one of the urchins in the face with  
it, nearly fracturing his jaw-bone. The man  
was arrested, however, and brought to the  
Police Station.THE mortality statistics for the Colony for the  
week ended 9th February show that the death-  
rate per thousand, for the whole Colony, Civil  
population, was 16.7 compared with all the  
previous week; for the land population, 22.7  
against 15.3 the previous week; for the population  
22.0 against 10.0 the previous week, land and  
boat population 22.6 against 15.8 the week  
previous; the whole Colony, British Foreign and  
Chinese community excluding Army and Navy  
22.4 per 1000 against 15.3 the previous week.The Hon. R. D. Omsby (Director of Public  
Works) attached the following minute to the  
paper:—"One of the healthiest cities in the  
world I should think."THE report by the Committee appointed to  
consider and report on the best site for a New  
Western Market was submitted at the Sanitary  
Board meeting this afternoon. Their first  
scheme was to take down the existing sheds  
and stalls which form the present market, to  
acquire some of the adjoining buildings, to ob-  
tain more frontage and room, and on that site  
to build a new market with two floors. The  
second scheme was to erect a new market on  
the site in front of the Harbour Master's Office  
with a second market on the site of the present  
offices, to build a new Harbour Office on a site  
350 feet further East, on completion of both to  
take down the present Western market, to con-  
struct a new street from Jervois Street to  
Bonham Strand West and to sell all the surplus  
land on each side of this street.The new "Ben" liner Benelux left Suez on  
the 8th instant, and is due at Singapore via  
Penang about the 28th. She is under the  
command of Captain A. W. S. Thomson, late  
of the Bangla.THE Singapore Free Press, commenting on  
an article on landlords published in a local  
paper, says:—There should be some ingenious  
application of the law against usury. The  
landlord lends, if not money, money's worth,  
in the form of capital invested in land and  
buildings. A fair rent is fair interest on that  
capital plus a percentage to cover depreciation.  
A rack-rent is, very precisely, usury of an ex-  
tremely oppressive character.THE Pershore (Worcestershire) District Council  
are not so utilitarian in their ideas as to be  
altogether averse to the artistic and antique.  
A proposal came before them for the erection  
of a house with a thatched roof. It was pointed  
out, however, that the bye-laws did not permit  
these old-fashioned roofings to be constructed.  
Mr. Sheldon protested against the abolition of  
thatched houses, which were one of the chief  
features of picturesque Worcestershire. They  
were also cool in summer and warm in winter.  
Fortunately, the Council took the same view,  
and it was agreed to take steps with the view  
of permitting thatched houses to be erected.UNDER the heading "Howes'?" the  
Singapore F. P. prints the following story:—  
During the recent gale (says the Cork Ex-  
aminer, an express with two engines, bound  
for Carlisle, arrived at Howes. The narrative  
goes on to state that "one of the engines was  
detached from the train and moved on to the  
turn-table in order to be reversed." And then  
come the interesting details. "The turn-table  
is fenced by sleepers and roofed in, and when  
the engine got on to the turn-table and com-  
menced to turn, the wind caught it and it went  
spinning round and round at a terrible  
rate of speed." This performance, remarks the  
Examiner, was naturally witnessed by a num-  
ber of persons and consequently may be taken  
for what it is worth. (Quite an ingenious  
joke).THE Daily Telegraph contains an account of  
a conversation with some Boer prisoners on  
their way to Ceylon which deserves special  
attention as showing the real feeling of the  
Boers. "You will return," said the writer in  
the Daily Telegraph, "to find it all peaceful,  
and will live happily ever after under the Union  
Jack." "Never can we live under that flag,"  
was the emphatic chorus of reply. "You treat  
the blacks, who are savages and murderers, as  
equals. In the Colony you will allow them to  
walk on the sidewalks. One might even have to  
sit next a black woman in church!" When you  
get down to the rock-bed of the true and un-  
sophisticated Boer's anti-British feeling it is  
always this. He wants, like the Southerner  
before the war, to be able to "wallop his own  
nigger," and the dread, and indeed the know-  
ledge, that he will not be able to do this if the  
British win, make him ready to endure anything  
and risk everything. It is the thought of the  
nigger on the sidewalk that maddens him, not  
the destruction of the Republic or the lowering  
of the Vlekleur.We have received the following notices from  
the Coast Inspectors office, Shanghai, dated  
the 13th inst.NOTICE TO MARINERS,  
No. 357.  
CHINA SEA.

Tientsin District.

INTENDED ALTERATION TO  
TSAO-FEI-TIEN LIGHT.Notice is hereby given that in or about April  
next the present Sixth Order Fixed Light at  
this station will be replaced by a Group flashing  
Light of the Fourth Order, showing two white  
flashes in quick succession every 20 seconds.The old Light will be continued till the new  
one is lighted.By Order of the Inspector General of  
Customs,A. M. BISBEE,  
Coast Inspector.NOTICE TO MARINERS,  
No. 358.  
CHINA SEA.

Yangtze River—Chinkiang District.

ESTABLISHMENT OF A LIGHT-BOAT AT  
ROSINA ROCK.Notice is hereby given that a Light-boat,  
showing a red Light, which in clear weather  
should be visible at a distance of about 4 miles,  
has been moored about 2 cables to the south-  
ward of Rosina Rock.Vessels bound up river should pass the Light-  
boat on their starboard hand at a distance of  
not less than 1 cable.By Order of the Inspector General of  
Customs,A. M. BISBEE,  
Coast Inspector.Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 14th February, 1901.

## A NEW YEAR ROBBERY.

## MYSTERIOUS AFFAIR.

A rather mysterious robbery was reported to  
the police yesterday, of which Messrs. Drexel &  
Company, watchmakers, Queen's Road Central,  
have been made the victims. Together with  
others shops in the city, they observed Tuesday  
as a half-holiday; being the Chinese New Year,  
and closed at one o'clock. The shutters were  
put up, and everything left apparently safe.  
When the shop was re-opened this morning  
however, it was found that the window was  
broken and a number of watches were missing.Fortunately the watches stolen are not  
valuable, costing only from three to five of six  
dollars each. The number stolen, however,  
brings the loss up to about \$150, or more.The police are doing all in their power to trace  
the watches and the perpetrators of the robbery.The method adopted by the robbers is not yet  
known. It was first thought that a hand had  
been inserted in a hole which was found to  
have been made in the glass window, but that  
very simple manner does not seem to have been  
followed. It was impossible for the smallest hand to pass  
through the hole. The watches had to be  
"hooked" from hooks on a sloping dais, and  
to have "hooked" 30 watches was a big order.  
May not it have been done from within, and  
the glass broken as a blind?

## GEO. FENWICK &amp; CO., LIMITED.

The twelfth ordinary general meeting of  
shareholders was held in the Hongkong Hotel  
to-day, at noon, for the purpose of receiving  
the report of the Directors, declaring a divid-  
end, and electing Director and Auditor. Mr.  
A. Rodger (chairman) occupied the chair and  
there were also present Messrs. W. G. Winter-  
burn (general manager), W. Parlane, Hart  
Buck, Jno. Roger, R. C. Wilcox, F. Henderson,  
R. M. Mehta, W. H. Purcell, J. J. Andrew,  
A. Tillet and G. de Champeaux.

The notice calling the meeting was read.

The Chairman said:—Gentlemen, the Report  
and Accounts have been in your hands for  
some days and with your permission, we will  
take them as read. Your Directors are pleased to  
be able to recommend a dividend equal to that  
of last year, namely 15 per cent, and hope you  
consider the report of the year's working and the  
division of profit satisfactory. I will not detain  
you with any remarks regarding the accounts,  
as they are very clearly stated in the Report  
now before you. The Works have been fairly  
well employed during the year and a larger pro-  
portion of new constructional work has been  
turned out than formerly, including two large  
stern wheel steamers for the West River. The  
first of these was completed and handed over to  
the owners a few months ago, and the second  
one is all but finished and will be ready for an  
official speed trial about the end of the month.  
This first class steamer is lying opposite the  
Works at present and is well worth inspec-  
tion. We have also had a fair share of  
repairing and jobbing work from the ship-  
ping in the Harbour and from local works,  
and although competition is keen and is  
becoming keener all the time, we hope,  
by turning out first class work at a moder-  
ate charge, to be able to keep our differ-  
ent departments well employed. During the  
year, we have made many alterations and  
improvements in the way of discarding old  
machines and replacing them with modern  
tools and jigs in order to continue this  
policy of improving the different departments  
and to add appliances that will minimise labour  
as much as possible, thus placing us in a po-  
sition to turn out work more rapidly. The  
General Manager has been granted leave of  
absence for a visit to Europe and Mr. J. An-  
drew, who has been with us for some years,  
will perform his duties meanwhile. I think that  
it is all I have to say that will interest you, but  
if any further information is desired, I shall be  
pleased to give it.There being no questions the Chairman  
moved the adoption of the report and accounts.Mr. Wilcox seconded. He said they were  
very satisfactory. A very wise policy had been  
pursued with regard to the reserve fund, as the  
working for future years might not be so satis-  
factory as that for the past year.Mr. Hart Buck proposed that Mr. A. Rogers  
be re-elected as director.Mr. Andrews seconded and the motion was  
carried unanimously.Mr. Henderson moved that Mr. T. Arnold  
be re-elected as auditor.Mr. J. Roger seconded and it was carried un-  
animously.The Chairman:—That is all the business  
gentlemen, I thank you for your attendance.  
Dividend warrants will be ready to-morrow.

## THE PUBLIC WORKS COMMITTEE.

A report of the Public Works Committee of  
the Legislative Council was submitted at the  
meeting of the Sanitary Board this afternoon.It was for a meeting held on the 23rd January  
last. There were present the Hon. R. D.  
Omsby (Director of Public Works), Hon. A.  
M. Thomson (Colonial Treasurer), Hon. C. P.  
Chater, C.M.G., Hon. Dr. Ho Kai, Hon. J.  
Thurston.The Chairman, by direction of H.E. the  
Governor, laid before the Committee papers  
connected with the proposed refuse destructor  
in Hongkong, with voluminous reports from  
India and elsewhere on the working of in-  
cinerators in various cities and towns, which  
were read.The Committee having considered the mat-  
ter are of opinion that no case has been made  
out for abandoning the present system, which  
seems to work well and to be a satisfactory one  
for Hongkong, or for incurring the great ex-  
penditure required in establishing and working  
such a Refuse Destructor as has been asked  
for by the Sanitary Board.The Committee considered a proposal to  
build a public urinal in Queen's Road under  
Battery Path, in order that the one in Battery  
Path may be closed, the estimated cost being  
\$1,700. The Committee object to the proposed  
site, but recommend that this new urinal be  
built under the bank in Ice House Lane as  
near Queens Road as possible. They also  
approve of the closing of the Battery Path  
urinal when the new one is opened.

The Committee then adjourned.&lt;/



## HARMSTON'S CIRCUS.

A good attendance witnessed last night's performance at the Circus, which was quite up to the usual pitch of excellence. Several of the performers received hearty recalls and they fully deserved them. The advertisements respecting the nightly exhibitions at the Happy Valley should be watched carefully, as there are several extra turns on.

To-morrow (Friday) night is the complimentary benefit to Mrs. Harmston Love, and also the gentlemen riders' night, so a very full audience may be expected, as many people will be interested in this event. The following are the names of the gentlemen who will compete:

Capt. L. H. Gwynne, R.W.F.  
Lieut. F. Walwyn, R.W.F.  
Lieut. J. R. M. Ford, R.W.F.  
Lieut. M. E. Loyd, R.W.F.  
Lieut. W. Burton, 5th Hyd. Coy.

## CHINESE LABOUR IN NETHERLANDS INDIA.

A planter, apparently in Deli, thus describes the Chinese coolies who grow tobacco for him, says the *Strait Times*:—They are fellows of the basest sort, so bad and so depraved that it is hard to realise that they are part and parcel of mankind; they are, in short, merely beasts of labour; none of them can be said to be better than any of his fellows. All that can be said, in comparison, is that they differ in degree of beastliness. Of morality and virtue they have not the least idea. But to planters who can do long and hard work, and can plod and toil away no matter how the climate stands. They care nothing for heat or cold. As labourers on tobacco estates, they are hence in great demand. They are the best labour force planters can have. When they are paid by taskwork as many planters do, Chinese coolies are at their best. They, in such cases, work far into the night after the day's work has been done. For all that, they are not brutes in human shape. They are not scrupulous at committing murder, and have no twinges of the conscience after a crime of this kind. They are strong and tough fellows, but they are notoriously cowardly. It is this trait in their character that enables even one European overseer often to exercise authority over hundreds of them.

Cholera has broken out among Chinese coolies newly arrived at Belawan, in Deli, from Swatow. It was at first thought that they had brought the disease with them from the port of departure. There were in consequence fears that Swatow would be declared an infected port, and that coolie immigration from there would be forbidden. Luckily it was found out that the coolies had caught cholera by drinking foul water at Belawan. This put a different aspect on the matter and warded off the danger of prohibition. Planters in Deli are short-handed already, and any stoppage of immigration would have been indeed a calamity to them.

## THE NEW PUNJOM MANAGER.

The *Northern Miner* of the 12th ult. has an account of a gathering of the friends of Mr. Lester, the new manager of the Punjom Mining Company, to wish him goodbye on his departure to take up his new appointment in the Malay Peninsula. We take the following extracts from that paper:—

Mr. E. D. Miles also spoke at some length, paying a high tribute to Mr. Lester's worth and abilities. He said that he had the pleasure in days gone by of offering to Mr. Lester the position of manager of the Day Dawn P. C. Though Mr. Lester, through his modesty, at first was diffident about taking the post he at last consented and held the position for many years. He knew that it had long been Mr. Lester's ambition to go to the Malay Peninsula, and he was sure that when the directors of the mine got to know him he would not be merely manager, but General Manager. He spoke well for the reputation of Chartered Towers to so many men were being sent for from here, to fill good positions in other places. He hoped that the School of Mines would educate the young fellows, and help to turn out competent managers to fill the gaps that were caused by the departure of such men as his guest. He was sure Mr. Lester would succeed as he knew how to manage men.

After various other gentlemen had expressed their regret at losing Mr. Lester, and their congratulations on his new appointment, Mr. Lester, in reply, said he felt he ought to stop here now after all that had been said. He gave a brief description of his experiences in Victoria, stating he started out to earn his own living between the ages of 12 and 14 years. He had worked in the Day Dawn P. C. mine since 1880, and started there two days after he came to the Towers. In the P. C. he had been miner, contractor, trucker, carpenter, manager for 10 years, manager of the mill, and at 12 p.m. that night his time with the company would be up. After 20 years and six months in the mine. He had been told he could make as much as he liked that night, but he could make a better show with a hammer and drill than he could at a speech, so he would thank those assembled and sit down.

## A PLOUGHMAN'S FIND.

Samuel McMichan, ploughman, of Clagburn, Dumfriesshire, says, in exchange, he brought to light a potful of silver pennies that were buried probably 87 years ago, or thereabouts. Samuel McMichan, being a ploughman who takes a pride in his furrow, rested his horses at the end of the field he was working a few days ago and cast his eye back along the line he had followed to see that it was straight. It was not. His critical eye noticed an unevenness in the ground, and Samuel McMichan stepped back over the clods of that high lying field to ascertain the cause. He found that his plough had broken open an earthenware pot, and before him lay scattered hundreds of pieces of what in his homely lowland way, he called "tin." With a capful of "tin" the McMichan went off and consulted the farmer, and most of the "tin" turned out to be silver pennies of the reigns of Edward I., who annexed Scotland, and Edward II., who lost it. There were over 2,000 of them, all in good preservation, each measuring three-quarters of an inch across. They weighed 5lb. in bulk. The oldest of the coins are those of King Alexander the First who ruled from 1249 to 1285. There are also some bearing the mint mark of Waterford, in Ireland. The latest are those of Edward II., whom the Scots cheerfully thrashed at Bannockburn in 1314. In 1313, Edward Bruce drove the English oppressor out of Nithsdale, and it is suggested that some Englishman, being in a hurry to reach the border, hid his 2,000 silver pennies in a potsherd, and hid it in the ground. It would be interesting to know the name of the man who thus lost what Samuel McMichan, 500 years later, found. Perhaps an antiquary will tell us. But, as any treasure-trove, so they will probably find their way into a Scottish museum, for English visitors to look at.

## LORD ROSEBERRY AND THE TURKEY.

Lord Rosebery will probably be surprised to hear that he once dined of a stolen turkey—'Anglo-India' in *Al. A. P.* such is the case. It happened that, when some years ago the future Premier of England was making a tour through India, a notification was sent to the civil servant who was the chief official at a certain station, that the distinguished visitor would visit the place on the following day, and that it would fall to his lot to entertain him at dinner. In India no dinner is considered to be complete without turkey, and the official at once summoned his native butler and ordered him to procure one for the morrow. The official's residence was at some distance from the town, and a few hours before the dinner was to take place the butler appeared before his master with a grief-stricken face, and with many *salamis* informed him that, though on the previous day he had ordered a turkey to be sent out from the town according to his master's instructions, it had not arrived, and there was no time now to send and fetch it. "Very well," said his master, who was well acquainted with the ways of native servants, "that is your affair, not mine. I ordered the turkey, and it is your business to procure one. Remember, therefore, that one is to be on the table at the appointed time." The butler *salam*ed again and went away sorrowful but resigned; and sure enough, when the guests sat down to table, a large turkey, of which Lord Rosebery partook in due course, graced the end of the board. Next morning the official commented the butler, and asked him where he had procured the bird, when, to his indignation, which was not, however, unmingled with amusement, he found that the butler, being at his wits' end how to satisfy his master, and knowing that there were some turkeys in the compound of His Majesty Theobald, the Ex-King of Burma, who was at the time living in enforced retirement in the neighbourhood, had calmly caused one of that potentate's birds to be abstracted, bribing the ex-king's butler to look the other way while the deed was being accomplished. The official, of course, promptly made good the deficiency in His Majesty's compound, and as Lord Rosebery had already proceeded on his tour, it is probable that he does not know to this day that he dined on that occasion off poultry stolen from a king.

## THE DEATH OF THE QUEEN.

(FROM AUSTRALIAN PAPERS.)

LONDON, January 23rd.

Wearily and expectantly, amid a heavy, clinging silence, the crowds watched the lighted windows in the wing of the royal residence at Osborne where the Queen's rooms were situated, from twilight to darkness.

One of the royal servants, at a quarter to 7 o'clock reverentially placed on the board at the gate, following the last official bulletin, a notice intimating that the Queen had breathed her last at half-past 6, surrounded by her children and grandchildren. When this was posted the crowd, except for a wail of anguish, silently departed to hide their grief, and the Whippingham Church bells began tolling.

A huge, earnest and breathlessly excited crowd assembled at the Mansion House, and when the window was opened all heads were bared. The Lord Mayor learning on the sill for support, commenced speaking in a voice broken with emotion, but controlling himself he was on his feet to the thousands present, and said to the citizens with the deepest distress: "I announce the following telegram from the King: 'My beloved mother has passed to her rest.' The crowd were speechless, for now the great bell at St. Paul's, which had been muffled, boomed out at intervals of a minute, and all other bells followed. St. Martin's bells were then unmuffled, and rang out in welcome to the new King.

It is understood that the new King's title will be Edward VII.

The Queen's end was absolutely peaceful and painless.

The Prince of Wales was very much affected when the doctors intimated that his mother was gone, and the scene was inexpressibly sad. The Kaiser was also deeply affected, and ministered comfort to his stricken uncle.

Lord Salisbury is now in London, and is summoning the Privy Council for the purpose of swearing in the new King to-day. After this ceremony is over, the College of Heralds will proclaim him Sovereign at St. James's Palace. Thither the new King will go in state and hold an audience at which the Archbishops and Bishops will be introduced and the Judges will ceremoniously kiss his hands.

The Earl Marshal afterwards notifies a period of general mourning. The Houses of Parliament at 4 o'clock will assemble and swear their allegiance.

The American House of Representatives passed a resolution unanimously of profound sorrow, and adjourned as a sign of respect of her memory.

The flags of the business and public buildings in America were half-masted on receipt of the news, and the churches tolled the bells.

News has been received from Washington that it was unanimously resolved that the death of Queen Victoria, of noble virtues and great renown, is sincerely deplored by the Senate of America.

The flag at the Executive Mansion, Washington, for the first time for the death of a foreign ruler was half-masted.

The French Chamber of Deputies adjourned over to-day as a token of mourning and regard.

The British Parliament when it met proceeded with its business automatically.

Fortwith all the theatres and places of amusement were closed.

From Canada it is reported that the church bells are tolling. The newspapers are pouring out editions, but otherwise business is suspended. All the law courts adjourned after expressing brief tributes to the late Queen's memory.

## CRUSADE AGAINST KISSING.

Great amusement has been caused in New York by a crusade against kissing, started by the local branch of the Women's Christian Temperance Union. Dr. Ada Hatfield, lady physician, the leader of the new movement, was interviewed. She says that kissing is a barbarous, insatiable custom, worse than drinking, and should be rigidly abolished. No person should kiss another without first using an antiseptic wash on the mouth to destroy bacteria. "As for the moral bacteria," she said, "that is even more dangerous. Girls are not taught to view a kiss with awe, as they once were. Engaged persons should be allowed only one kiss at the time of betrothal. Mothers of 16-day are to blame for imbuing their children with the kissing vice. Many children are literally kissed to death. Kissing between women is quite as unwholesome. It is time to make war on kissing, and I am willing to go on record as firing the first gun." The progress of the anti-kissing crusade is being watched with great interest, but its failure is generally predicted.

## SAN FRANCISCO TRADE WITH THE PHILIPPINES.

'San Francisco merchants will try to obtain direct steamship communication between this port and Manila, says the *Pacific Exporter*. The San Francisco Board of Trade has petitioned the Pacific Mail Steamship Company to run their vessels to Manila. As an alternative it has been suggested that a line of steamships connect at Hongkong with the Pacific Mail and carry Philippine freight. The present arrangement is unsatisfactory to the merchants at Manila, who do business with San Francisco. Goods in transit, which have been stored in Hongkong, have been broken into while in the warehouses. The Manila merchants, subjected to delay and loss for which there has been no redress, have written letters to San Francisco, threatening to do business solely with places connected by direct lines to Manila. New York does business directly with the Philippines and is naturally a formidable competitor with San Francisco for business. Tacoma is also to have direct communication with Manila, beginning next month. The Northern Pacific Railroad has chartered the steamer *Glenjar*, which will sail from Tacoma for Manila January 17th and will be followed by other vessels. Goods from San Francisco for Manila have been laid down for two trips at Hongkong. They have been carried to Manila by a line independent of the Pacific Mail. From this condition of affairs has arisen much trouble. When goods have been missed from packages the two lines have passed the buck, each claiming that the other was responsible. So warm have the Manila merchants become that they have boycotted one steamer line between the Philippines and Hongkong.

## ROADS AND HARBOURS IN THE PHILIPPINES.

The Philippine Commission has appropriated \$2,500,000 gold, says the *Pacific Exporter*, for improving roads and harbours in the Philippines. This money is now in the Philippine treasury and is available. Plans are being prepared and when completed will be sent to the United States so that construction firms will have every opportunity to bid therefor. Judge Taft has communicated with some American surety companies, as it was decided by the Commission to have all contracts guaranteed by regular bond companies. Leading companies doing business in San Francisco have refused to consider risks in Hawaii or the Philippines. If all bond companies are in this situation the Commission may have to offer inducements for the formation of a Manila bond company to handle the large government contracts that will be given out during the next ten years. The harbour improvements in Manila will cost from \$10,000,000 to \$20,000,000 when completed, and in addition there will be a vast amount of road building, street and sewer work, besides government schoolhouses, warehouses and buildings to be constructed. All interested in construction material, either stone, cement, wood, iron or steel, should watch developments in the Philippines very closely.

## "MOVE ON."

I bought a toy, and decoyed the gutter-merchant into a side street.

"Yus," he said, "we've heard about it. It ain't nuffin new. The coppers have always been kicking us about, and blow me, if the quieter we aren't the more they don't kick us. Where will you find perillier tradesmen than us? Do we bother people to buy? Do we overcharge 'em? Do we give ourselves airs? Ain't we a quiet, sober, respectable body of men?"

He glanced back into the roaring Strand with sad, wistful eye. "How will it look when all gone? It won't be the same street. We lights it up. Foreigners come along there on purpose to see us. Why, if I could talk Indian and Spanish and German and Latin I could do twice the trade. Who keeps the Strand going if it ain't us? Tell me that."

I thought of Jasper Petenegrin's cuckoo, and sighed. "Some of us will miss you," I said, gently.

"Some of you! Why, London will miss us; the world will miss us. I shouldn't be surprised now, no, I shouldn't be surprised if in this here very Strand if trade didn't suffer in his little hole. Mark my words, mister. You see, we're like a bit of old London. They are pulling down Holywell-street, and now they're pulling us down. London's getting like a bloomin' suburb, all new and parvenu; it ain't what it was when I was a boy, no, no, no, if it is. And who, his eyes glazed and the toys rattled on his tray, "an' who, who's ago-in to come visitin' England from foreign parts if there isn't nuffin here that they haven't got their-selves? That's what I'd like to ask these bloomin' perillies. They're ruinin' London, that's what they're doin'."

He stamped his feet, either to warm them or grind imaginary constables into dust, and wiped away from the corner of an eye a great hlob of water. "I'm a Conservative, and I like ole things kept up. Pullin' down ain't goin' to do this city a haphorth of good, not a bloomin' haphorth. We want to preserve everything—except coppers—everything that's ole and respectable. Why do we keep up Dukes and Marquises? They ain't no good, looked at commercial, but they're good Imperially? Ain't they picturesque? Wenerable? Don't they bring visitors from foreign parts? Lord ha' mercy! but they're the backbone of this country. Take 'em away and flop we go—all of us, coppers as well. That's a bit o' wisdom, that is."

I encouraged him to proceed.

"The perillies is a tyranny. They're worse than the Inquisition. And why should we put up with it? Ain't they public servants? What would they think if your slavey came into the parlour and told yer an' your missus to move on into the kitchen? That would be a pretty marvel, wouldn't it? And what right have these peelers, men who never did a honest day's work in their lives, who do nothing but walk up and down in their big warm coats and their big black boots, what right has they, speaking politically, to interfere with me and you earnin' our livin' in a hupright God-fearin' manner? That's what it's come to."

He laughed, a hollow, scornful laugh, and wiped away his watery hlob. "They're few judges of the picturesque, ain't they? A fine thing for the trade of England to be in their hands! I tell you what, mister, he looked tragically round, like a stage assassin. "It's a pity there ain't a Guy Fawkes to blow up that there bloomin' County Council. The man who takes that job on will be a national hero; he'll be a sort of Bobo to the Empire."

"And so you mean to go?" I asked.

"Yus, there ain't nuffin for it. 'Rot we shall take steps of some kind to protest against this innovation. We want public sympathy. We want to draw the public eye on our grievances. No, we ain't goin' to sit quite quiet, even if we've got the whole perillies force sittin' on our chest."

He shuffled back to the Strand. "Alas," said I, passing down that crowded thoroughfare, "am I looking for the last time on the old London Strand?"

I could have better spared the mummings—even the police.—By H. B. in the *Pall Mall Gazette*.

## A PLEA FOR MANY HOMES.

"Without further funds these homes must be broken up, and all we have been doing for the last twelve months will be undone."

—The Princess of Wales's Appeal for the S.S.F.A.

"All allowances must cease." Despair was in the visitor's heart. Where should a beginning be made? She stopped at the first door. A dark young woman, haggard for her one-and-twenty years, opened it. "How is your mother to-day?" "Still ailed," weaved the doctor to her every day for a fortnight. Three-and-six a week, includin' medicine; but I knew it'd be all right when you come. Step in and see mother."

The room was very small, chilly, and damp. "Am waiting till the coalman comes along to light the fire," the young woman said. The visitor recognized this as a polite fiction. "It's dreadful chilly," moaned the old woman in the bed, a frail creature with soft hair and a pretty, gentle old face. "The doctor says I'm sufferin' from rheumatism and 'cart, but I'll be better afore you come next week, miss."

The visitor's heart sank. "Any news of your son?" she asked. "I wish they'd let 'im 'ome," quavered the old creature, still garrulous in sickness. "He lived with me afore 'e was called up; giv' me fifteen shillins a week, and never kep' no company. When I get about I want jest ter take two nice little rooms to be ready agen he comes back. I might do a bit o' light work; readin' aloud now; even, as you might say, a tidy little bit of French. 'Se does 'er best, but 'er 'usband's delicate; I didn't want 'er to 'av' 'im. She might 'ave done better. But my son's a good son." The visitor looked at the frail old figure on the bed, and had them both good-bye. "I cannot begin there," she said to herself; "it may not be for long. It shall begin with a wife instead; at least the wives have always the Government allowance."

She stopped next at a still poorer house, and knocked with her umbrella, for the knocker was broken. Heads all down the dirty street were thrust out of the windows. "Mrs. Jonas," yelled an opposite neighbour, "ere's your 'id." Slow steps on the rickety stairs within. The visitor knew from experience it was not safe to come down quickly.

The house was stuffy, and the paper hung in strips from the walls. Mrs. Jonas was tumbled, sulen, and anxious-looking.

"How are you all to-day?"

"Kate's very bad with the bronchitis. I've 'ad to sit up with 'er nights. I'd 'ave a word to say when he come back if anything 'appened to 'er. He do think a 'cap of Kate."

The anxious eyes rested with a gleam of pride on Kate, a fat, unattractive child, who seemed unable to breathe unless her mouth were wide open. The visitor hesitated: she knew "he" beat his wife, and had let her dog's life since she married him at sixteen. But a doctor and proper nourishment were unobtainable at nine shillings a week, and he thought "a 'cap" of Kate.

"There is Mrs. Grigg," Mrs. Grigg was very fat and motherly. She and her numerous family occupied a four-roomed house, and the rent was high. The family did her infinite credit; they were well-groomed, honest-faced, and scrupulously clean. They were all teetotalers, and the daughters belonged to a club which "enlightened" them, as their mother said, to spend a few pence on knickknacks for home decoration.

Three of the sons were at the front. The war had disappointed Mrs. Grigg's long-cherished hope of easier times when the two reservists came home to well-paid employments. The third son ran away to enlist, and she adored him. To-day her fingers lingered over the shillings the visitor had laid upon her table. "I often think to myself, miss, what we should have done without this. No doubt there's a many worse off than we, but it's been a 'ard struggle to keep the 'ome together while they was all 'ittin' 'e being on foot, so to say; and it would 'ave broke my 'eart for them boys to 'ave come 'ome, if the Lord spares 'em, and found us sold up. I've often said to myself, 'You're one in a corner, but it'd seem, when I got the money, as if I were thought on at.'"

The parting handshake was tearful on both sides. The visitor turned her face resolutely home. "It cannot begin anywhere to-day," she said.

O London, great, rich, powerful, will you buy with the penny of such as these the hour of your triumph?—By D. K. in the *Pall Mall Gazette*.

## NOTANDA.

## CALENDAR.

## FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....30.141  
Thermometer.....57.3  
Humidity.....79.0  
Rainfall.....1.76

TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.

Barometer.....30.23 30.16  
Temperature.....54 59  
Humidity.....56 50  
Rainfall.....0.20

## TO-DAY.

Thursday, 21st February, 1901.

Chinese—3rd of 1st moon of 27th year of Kwang-sai.

Sun—Rises.....6hr. 29min.  
Sets.....5hr. 55min.  
Moon—In Perigee 10hr. a.m.

High water—Morning.....10hr. 35min.  
Afternoon.....1hr. 43min.  
Low water—Morning.....4hr. 31min.  
Afternoon.....4hr. 12min.

## ANNIVERSARIES.

1732—George Washington born.

1849—Defeat of the Sikhs at Goojerat by Lord Gough.

1850—Discovery of gold in New South Wales by Mr. E. Hargreaves.

1862—Shanghai delivered from a threatened attack of the Taipings.

1875—Mr. A. R. Margary, of H. B. M. s. Consular Service, murdered by Chinese in Yunnan.

1879—Arrival of 7 of the *Kala Waters* murderers in Hongkong in charge of Labuan police.

1888—Loss of the steamer *Swatow* with 31 lives.

1897—Indian relief works supporting 2,948,000 persons.

1900—Order in Council published bringing Kowloon City under jurisdiction of Hongkong.

## TO-MORROW.

Friday, 22nd February, 1901.

Chinese—4th of 1st moon of 27th year of Kwang-sai.

Sun—Rises.....6hr. 29min.  
Sets.....5hr. 55min.  
Moon—In Perigee 10hr. a.m.

High water—Morning.....10hr. 35min.  
Afternoon.....1hr. 43min.  
Low water—Morning.....4hr. 31min.  
Afternoon.....4hr. 12min.

## ANNIVERSARIES.

1845—The Danish possessions in India purchased by England.

1850—Lao-kwang, Emperor of China, died.

1876—End of the Carlist rebellion.

1892—Death of the Hon. P. Ryrie at Hongkong.

## AGENDA.

## TO-DAY.

9 p.m.—Sharp. Harmston's Circus at the Recreation Ground (near the Race Course).

Cargo ex *Chelydra* subject to rent.

## TO-MORROW.

Daylight—D. & Co's steamer *Haitan* leaves for Coast Ports.

10 a.m.—Glen steamer *Glenhurst* leaves for Manila.

C. N. Co's steamer *Kwangse* leaves for Shanghai.

C. N. Co's steamer *Sungshing* leaves for Manila.

C. N. Co's steamer *Hunan* leaves for Shanghai.

5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

## SATURDAY 23rd.

4 p.m.—I. C. S. N. steamer *Loongiang* leaves for Manila.

Austrian Lloyd's steamer *China* leaves for Yokohama and Kobe.

## SUNDAY, 24th.

Daylight—O. & O. Co's steamer *Gailie* leaves for Yokohama & Honolulu via Shanghai etc.

## MONDAY, 25th.

Noon—Meeting of the Shareholders of the Hongkong and Whampoa Dock Co. Ltd. at their Office.

## TUESDAY, 26th.

I. C. Co's steamer *Chelydra* leaves for Singapore Penang Calcutta.

## WEDNESDAY, 27th.

4 p.m.—E. & A. Co's steamer *Eastern* leaves for Australian Ports.

Cargo ex *China* subject to rent.

Cargo ex *Gailie* subject to rent.

## THURSDAY, 28th.

Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.

A. L. S. N. Co's steamer *Maravia* leaves for Fiume and Trieste via Singapore, etc.

## SATURDAY 2nd, MARCH.

Noon—P. & O. steamer *Paramatta* leaves for London.

## SHIPPING AND MAIL NEWS.

## MAILS TO-DAY.

Australian (*Airline*) to-morrow.

French (*Annam*) 25th instant.

Indian (*Lightning*) 25th instant.

American (*China*) 1st prox.

American (*Doric*) 12th prox.

The M. M. Co's steamer *Annam*, with the next outward French Mail, will leave Saigon to-morrow, the 22nd inst., at 5 a.m. for this port.

The Imperial German Mail steamer *Preussen*, which left here on the 22nd January at noon arrived at Genoa on Tuesday p.m., the 19th inst.

The Indra Lines steamer *Indravelli*, from New York left Manila for this port on the morning of the 19th inst., and may be expected here this afternoon the 21st inst.

The Canadian Pacific Railway Co's R.M.S. *Empress of India*, arrived Kobe at 4 a.m. on Wednesday, the 20th inst., and left same day for Yokohama where she is due to arrive at noon on Thursday, the 21st inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa*.....at 10 a.m. from Yokohama.

U.S.S. *Isle de Luzon*....." " " "

U.S.S. *Bennington*....." " " "

*Albatross*....." " " "

*Hansa*....." " " "

*Nanyang*....." " " "



## To be Let.

**TO LET.**  
No. 16, KNUXTFORD TERRACE,  
Kowloon.—From 1st May.  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, 18th February, 1901. [227c]

**TO LET.**  
**A HOUSE IN RIFON TERRACE.**  
No. 2, FAIRVIEW, KOWLOON.—From  
1st April.  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.**  
Hongkong, 16th February, 1901. [229c]

**TO LET.**  
"WESTLEY," with TENNIS COURT and  
GARDEN.—Possession on 1st MAY.  
RICHMOND TERRACE, Nos. 2 &  
5, Possession on 1st April; No. 6,  
Immediate Possession.  
Apply to  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 7th February, 1901. [175c]

## Shipping.

## STEAMERS.

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**  
**FOR SWATOW, AMOY AND TAMSUI.**  
The Company's Steamship

"FORMOSA."  
Captain Hodgins, will be despatched for the  
above Ports, on SUNDAY, the 24th instant,  
at Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 18th February, 1901. [223c]

**THE OSAKA SHOSHEN KAISHA,  
LIMITED.**  
**FOR TAMSUI VIA SWATOW & AMOY.**  
The Company's Steamship

"MAIZURU MARU."  
Captain [Name], will be despatched for the  
above Port, on SUNDAY, the 24th instant,  
at Daylight.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 18th February, 1901. [226c]

**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**  
**FOR SINGAPORE, PENANG AND  
CALCUTTA.**  
The Company's Steamship

"CHELYDRA."  
Captain Cox, will be despatched as above  
on TUESDAY, the 26th instant, at 11.30 A.M.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 20th February, 1901. [231c]

**AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.**  
**STEAM FOR**  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ, PORT  
SAID, FRIEDLAND AND TRIESTE.  
(Taking Cargo at through Rates to the BRAZILS,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)  
The Company's Steamship

"MORAVIA."  
Captain Calabrese, will be despatched as above  
on THURSDAY, the 28th instant, P.M.  
Silk and Valuables are transhipped on  
arrival at Bombay into an accelerated liner.  
For Information as to Passage and Freight,  
apply to  
**SANDER, WIELER & Co.,**  
Agents.  
Hongkong, 20th February, 1901. [63c]

**FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.**  
With Liberty to call at MANILA.  
The Steamship  
"FOLMINA."  
will sail at the end of February, and will be  
followed by the S.S. "GYMERIC," at the  
middle of March.  
For Freight, apply to  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 12th February, 1901. [4]

**THE OSAKA SHOSHEN KAISHA,  
LIMITED.**  
**FOR SWATOW, AMOY & TAIWANFOO.**  
The Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched as above  
on WEDNESDAY, the 6th March, at Daylight.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 20th February, 1901. [228c]

**CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.**  
IN CONNECTION WITH  
**THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.**  
PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA SHANGHAI, INLAND SEA OF  
JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.  
Strathgyle [5023] Saturday | Mar. 30  
The Steamship

"STRATHGYLE."  
will be despatched for SAN DIEGO and SAN  
FRANCISCO, VIA MOJI, KOBE, YOKO-  
HAMA and HONOLULU, on or about  
SATURDAY, the 30th March.  
Through Bills of Lading issued to any point  
in the United States, will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.  
Consular Invoices, to accompany cargo des-  
tined to points beyond San Francisco, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.  
For further Information as to Freight or  
Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, China and Japan.  
20th February, 1901. [186c]

## Shipping.

## STEAMERS.

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**  
**FOR SWATOW, AMOY AND FOOCHOW.**  
The Company's Steamship

"HAITAN."  
Captain Roach, will be despatched for the  
above Ports, TO-MORROW, the 22nd instant,  
at Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 21st February, 1901. [223c]

"GLEN" LINE OF STEAMERS.  
**FOR MANILA.**  
The Company's Steamship

"GLENURRET."  
Captain R. Webster, will be despatched for the  
above Port, TO-MORROW, the 22nd instant,  
at 10 A.M.  
For Freight, apply to  
**MCGREGOR BROS. & GOW,**  
Agents.  
Hongkong, 21st February, 1901. [210c]

**THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.**  
**FOR MANILA.**  
The Company's Steamship

"PERLA."  
Captain R. W. Almond, will be despatched as  
above TO-MORROW, the 22nd instant, at 5 P.M.  
The Attention of Passengers is directed to  
the Excellent Accommodation provided by this  
Steamer. She is fitted throughout with the  
Electric Light and is supplied with a Refrigera-  
ting Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 18th February, 1901. [222c]

**AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.**  
**STEAM TO YOKOHAMA AND KOBE.**  
The Company's Steamship

"CHINA."  
Captain R. Mayer, will leave for the above  
places, TO-MORROW, the 22nd instant, P.M.  
For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
Agents.  
Hongkong, 12th February, 1901. [196c]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**  
**FOR SWATOW.**  
The Company's Steamship

"THALES."  
Captain Robson, will be despatched for the  
above Port, on SATURDAY, the 23rd instant,  
at Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 18th February, 1901. [224c]

**NIPPON YUSEN KAISHA.**  
**FOR MANILA.**  
The Company's Screw Steamship

"KASUGA MARU."  
(3,820 Tons Gross, Captain E. W. Haswell), will  
be despatched for the above Port, on SATUR-  
DAY, the 23rd instant, at 4 P.M.  
This New Mail Steamer is specially con-  
structed for service in the Tropics and is provided  
with Superior Accommodation and with all  
modern fittings and improvements for the safety  
and comfort of Passengers. Electric Light and  
Refrigerator. Doctor and Stewardess carried.  
Return Tickets issued by this Company are  
available for return by steamers of the other  
Lines.  
For Freight or Passage, apply to  
**A. S. MIHARA,**  
Manager.  
Hongkong, 18th February, 1901. [202c]

**IMPERIAL GERMAN MAIL LINE.**  
**STEAM FOR**  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.  
The Imperial German Mail Steamship

"BAVERN."  
of the NORDDEUTSCHER LLOYD.  
Captain H. Blecker, due here with the out-  
ward German Mail about the 21st instant, will  
leave for the above Places about 24 hours after  
arrival.  
For further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 18th February, 1901. [22]

**EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
(Calling at TIMOR, PORT DARWIN & QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
The Steamship

"EASTERN."  
Captain Ellis, will be despatched as above  
on WEDNESDAY, the 27th instant, at Daylight.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A Stewardess and a duly-qualified Surgeon  
are carried.  
N.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVIGA-  
TION COMPANY and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 8th February, 1901. [176c]

**NOTICE.**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST  
DISINFECTANT

**AVOID ALL RISK OF OUTBREAK BY  
ITS USE.**  
**W. G. HUMPHREYS & Co.,**  
Bank Buildings  
Hongkong, 20th February, 1901.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	NAGASAKI, KOBE and YOKO- HAMA	TO-MORROW, 22nd Feb., at 4 P.M.
SADO MARU	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 22nd Feb., at 4 P.M.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SATURDAY, 23rd Feb., at 4 P.M.

For further Information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th February, 1901. [6]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	5th March. Freight.
MARBURG	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th March. Freight.
SIBIRIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March. Freight and Passage.
BAMBERG	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April. Freight.
SARINIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th April. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
**GARLOWITZ & Co., Agents.**  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
OSTASIATISCHER FRACHTDAMPFER DIENST.27] **TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
HONGKONG MARU (via Shanghai, Naga-  
saki, Kobe, Inland Sea, Yokohama and  
Honolulu) Saturday, 2nd Mar., at Noon.  
NIPPON MARU (via Shanghai, Naga-  
saki, Kobe, Inland Sea, Yokohama and  
Honolulu) Thursday, 28th Mar., at Noon.  
AMERICA MARU (via Shanghai, Naga-  
saki, Kobe, Inland Sea, Yokohama and  
Honolulu) Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship  
"HONGKONG MARU,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
SATURDAY, the 2nd March, at Noon, taking  
Freight and Passengers for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities  
of the United States or Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.  
Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of  
the United States of Canada. Rates may be  
obtained on application.  
Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAY; also the  
CANADIAN PACIFIC RAILWAY on payment of £4  
in addition to the regular tariff rate.  
Passengers holding Orders for OVER-  
LAND CITIES in the United States have,  
between SAN FRANCISCO and CHICAGO,  
the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE, and other  
direct connecting Railways, and from Chicago  
to destination the choice of direct lines.  
Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Service, to European  
Officers in the service of China and Japan, and  
to Government officials and their families.  
Through Bills of Lading issued for transpor-  
tation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.  
Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office until 5 P.M. same  
day; all Parcel Packages should be marked to  
address in full; value of same is required.  
Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco, in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.  
J. S. VAN BUREN, Agent.

THE U.S. Mail Steamship  
"CHINA,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
TUESDAY, the 12th March, at Noon, taking  
Passengers and Freight for Japan, the United  
States, and Europe.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to







## The Share Market.

LATEST QUOTATIONS.  
(February 21st).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	£1,000,000	340 % premium
The Bank of China	£1,000,000	340 % premium
The Bank of Japan	£1,000,000	340 % premium
The Bank of India	£1,000,000	340 % premium
The Bank of China (Ordinary)	£1,000,000	340 % premium
The Bank of China (Deferred)	£1,000,000	340 % premium
National Bank of China, Ltd.	£1,000,000	340 % premium
Union Assurance Society	£1,000,000	340 % premium
China Insurance Co., Ltd.	£1,000,000	340 % premium
North China Ins. Co., Ltd.	£1,000,000	340 % premium
Yangtze Ins. Assoc.	£1,000,000	340 % premium
Canton Ins. Office, Ltd.	£1,000,000	340 % premium
Strait Ins. Co., Ltd.	£1,000,000	340 % premium
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	£1,000,000	340 % premium
China Fire Ins. Co., Ltd.	£1,000,000	340 % premium
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamship Co., Ltd.	£1,000,000	340 % premium
Indo-China Steam Navigation Co., Ltd.	£1,000,000	340 % premium
China & Manila S.S. Co., Ltd.	£1,000,000	340 % premium
Douglas Steamship Co., Ltd.	£1,000,000	340 % premium
China Mutual S. N. Co., Ltd. (Pref.)	£1,000,000	340 % premium
China Mutual S. N. Co., Ltd. (Ord.)	£1,000,000	340 % premium
China Mutual S. N. Co., Ltd. (Ord.)	£1,000,000	340 % premium
Star Ferry Co., Ltd.	£1,000,000	340 % premium
"Shell" Transport & Trading Co., Ltd.	£1,000,000	340 % premium
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	£1,000,000	340 % premium
Luxon Sugar Refining Co., Ltd.	£1,000,000	340 % premium
<b>Mining.</b>		
Punjom Mining Co., Ltd.	£1,000,000	340 % premium
Punjom Mining Preference Shares	£1,000,000	340 % premium
Société Française des Charbonnages du Tonkin	£1,000,000	340 % premium
Queen Mines, Ltd.	£1,000,000	340 % premium
Jebeu Mining and Trading Co., Ltd.	£1,000,000	340 % premium
Raub Allain Gold Mining Co., Ltd.	£1,000,000	340 % premium
Oliver Freehold Mines, Ltd. A.	£1,000,000	340 % premium
Oliver Freehold Mines, Ltd. B.	£1,000,000	340 % premium
Great Eastern & Caledonian Gold Mining Co., Ltd.	£1,000,000	340 % premium
Doon, Wharfedale and Godwin.	£1,000,000	340 % premium
Hongkong & Whampoa Dock Co., Ltd.	£1,000,000	340 % premium
Hongkong & Whampoa Dock Co., Ltd.	£1,000,000	340 % premium
Wanchai Warehouse and Storage Co., Ltd.	£1,000,000	340 % premium
New Amoy Dock Co., Ltd.	£1,000,000	340 % premium
China Provident Loan & Mortgage Co., Ltd.	£1,000,000	340 % premium
Hongkong Land Investment & Agency Co., Ltd.	£1,000,000	340 % premium
Kowloon Land and Building Co., Ltd.	£1,000,000	340 % premium
West Point Building Co., Ltd.	£1,000,000	340 % premium
H'kong Hotel Co., Ltd.	£1,000,000	340 % premium
Oriental Hotel Co., Ltd.	£1,000,000	340 % premium
Humphreys' Estate & Finance Co., Ltd.	£1,000,000	340 % premium
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	£1,000,000	340 % premium
Ewo Cotton Spinning & Weaving Co., Ltd.	£1,000,000	340 % premium
International Cotton Mfg. Co., Ltd.	£1,000,000	340 % premium
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	£1,000,000	340 % premium
Soy Chee Cotton Spinning Co., Ltd.	£1,000,000	340 % premium
Yahloong Cotton Spinning Co., Ltd.	£1,000,000	340 % premium
<b>Gigar Companies.</b>		
Alhambra, Limited	£1,000,000	340 % premium
La Commercial, Ltd.	£1,000,000	340 % premium
Hensiana Limited	£1,000,000	340 % premium
La Favorita	£1,000,000	340 % premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	£1,000,000	340 % premium
China-Borneo Co., Ltd.	£1,000,000	340 % premium
A. S. Watson & Co., Limited	£1,000,000	340 % premium
Watkins, Limited	£1,000,000	340 % premium
Hongkong Electric Co., Limited	£1,000,000	340 % premium
Hongkong Electric Co., Limited	£1,000,000	340 % premium
Hongkong & China Gas Co., Ltd.	£1,000,000	340 % premium
Hongkong Rope Manufacturing Co., Ltd.	£1,000,000	340 % premium
Gao Fenwick & Co., Ltd.	£1,000,000	340 % premium
H'kong Ice Co., Ltd.	£1,000,000	340 % premium
H'kong High-Level Tramway Co., Ltd.	£1,000,000	340 % premium
Dairy Farm Co., Ltd.	£1,000,000	340 % premium
Hongkong & China Bakery Co., Ltd.	£1,000,000	340 % premium
Campbell, Moore and Co., Ltd.	£1,000,000	340 % premium
Bell's Agency Ltd.	£1,000,000	340 % premium
United Assurance Co., Ltd.	£1,000,000	340 % premium
Oriental Agency, Ltd.	£1,000,000	340 % premium
Carnegie & Co., Ltd.	£1,000,000	340 % premium
Tobacco Planting Co., Ltd.	£1,000,000	340 % premium
Universal Trading Co., Ltd.	£1,000,000	340 % premium
H.K. Steam Water-boat Co., Ltd.	£1,000,000	340 % premium
China Light & Power Co., Ltd.	£1,000,000	340 % premium

## VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Joseph, Mr. & Mrs. E. S.
Angus, Mrs.	Junge, Mr. George
Apar, Mrs. A. A.	Katich, Mr. E. A.
Apost, Mrs.	Kaufman, Mr. E.
Bailly, Mr. W. S.	Keeney, Mr. R. J.
Baird, Mr. W. P.	Kiene, Mr. and Mrs. F.
Ballin, Mr. and Mrs. E.	King, Maj. H. S. R.
Ballin, Mr. O. E.	Lambton, Mrs. R. S.
Bancroft, Capt. & Mrs.	Leake, Mr. A. R.
Beattie, Mrs. J. B.	Lewis, Mr. A. R.
Bell, Mr. and Mrs. O.	Lester, Mr. Chas. C., Jr.
M. D.	Little, Major W. R.
Bell, Mr. T. H.	Littledale, R.E., Major
Beatrice, Mr. and Mrs.	R. P.
Beniger, Mr. F. J. G.	Long, Mr. & Mrs. D. R.
Berke, Mr. C. H.	Macaulay, Mr. & Mrs.
Birkett, Mr. M.	Macaulay, Dr. H.
Black, Mrs.	Macaulay, Dr. J.
Blery, Mr. M.	MacVeagh, Mrs. F. and
Borthwick, Mrs. R. W.	maid
Bowack, Mr. George	MacVeagh, Mr. E.
Branch, Capt. B.	Marschall, Mrs. Fred.
Brandt, R.N., Lt. & Mrs.	Mallory, Lt.-Col. W. C.
Mrs.	Mannell, Lt.-Col. W. C.
Brien, Mr. Y.	McClean, Mrs. M.
Brown, Mr. J. W.	Moses, Mr. and Mrs.
Bruce, Capt. and Mrs.	S. E.
Buck, Mr. Hart	Mout, R.E., Maj. C. F.
Burne, Mr. C. M. G.	Nahli, Mr.
Clark, Dr. & Mrs. F.	Nicola, Mr.
Clark, Mr. P. M.	O'Neill, Mr. and Mrs.
Clarke-Thornhill, Mr.	J. J.
T. B.	Ormsby, Hon. R. D.
Colson, Mr. T. S.	Orr, Mr. R.
Cook, Mr.	Orr, Capt. S. G.
Crawford, Mr. D. W.	Parfitt, Mr. W.
Creighton, Mr. J. V.	Paul, Mrs. and Miss
Daland, Mr. W. A.	Monson
Davis, Capt. and Mrs.	Reel, Mr.
Denoch, Mr. P. C.	Reel, Mr. W. F.
Discombe, Mr. G. M.	Reel, Mr. W. F.
Dorehill, R.A., Major	Ralston, Mr. O. G.
Drew, Mr. and Mrs. C.	Ralston, Mr. O. G.
Duff, Mr. W. S.	Raphael, Mr. P. C.
Dyson, Capt. P. S.	Reel, Dr. L. R.
Elderton, R.L.M., Com.	Richards, Mr. F. T.
Elliot, Mrs. E. M.	Rogers, Mr.
Evans, Dr. and Mrs.	Sampson, Mr. H. W.
Sheldon	Simond, Mr. Geo.
Frazer, Mr. Wm.	Sloan, Dr.
Frank, Mr. C.	Smith, Mr. D. A.
Getley, Mr. A.	Soboth, Mr. John
Gibson, Mr. and Mrs.	Stevens, Mr. G. R.
Kennedy	Stevens, Mr. G. R.
Glover, Mr. C.	Stewart, Mr. E. H.
Goddard, Capt.	Tanaguchi, Mr. M.
Godschaux, Mrs.	Tanaguchi, Mr. M.
Gotte, Mr. R.	Taylor, Mr. D. G.
Grant, Mr. John	Todd, Mr. and Mrs.
Gray, Mr. Geo. T.	Vanderpool, Mrs. M. E.
Hammersly, Mr. B. F.	Wakeman, Mr. C. H.
Higgins, Mr. and Mrs.	Walling, Mr. B. T.
Holtendorff, Mr. A. v.	Warren, Miss
Hopkins, Mr. and Mrs.	Watts, Mr. and Mrs.
G. B.	Frank W.
Howard, Mr. Thos.	Whitley, Mr. W. J. G.
Hawkins, Mr. & Mrs.	Whitley, Mr. W.
J. D.	Wild, Lieut. and Mrs.
Hummel, Mr. G. L.	Bagnall
Hutchinson, Mr. E.	Williamson, Mrs. J.
Jackson, Mrs. J. B. and	child
child	Young, Mr. and Mrs.
Jercovich, Mr. W.	

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bewley, Capt.	McCarthy, Mrs. and
Bonnam, Mr. J. W. C.	child
Brown, Colonel F.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Mitchell, Mr. R.
Collard, Col.	Newall, Mr. Stuart G.
Comrie, Mr. A. F.	Oakley, Mr. H. E.
Crookenden, Col.	Oakley, Miss
Dann, Mr. G. H.	O'Gorman, Col. The
Dykes, Capt. and Mrs.	O'Gorman, Madam
R. A.	Oppenheim, Mr. J.
Eliam, Mr. and Mrs.	Pollock, Mr. H. E.
Ezekiel, Mr. J. S.	Prynce, Capt. R.A.M.C.
Forbes, Mr. Andrew	Rouse, Mr. A. B.
Fraser, Colonel A. R.	Sabater, Mr. J.
Graham, Mr. D. M.	Scott, Capt. Percy C.M.
Griffin, Major W. W.	Scut, Mrs. Percy
R.A.	Shelton, Mr. Edward
Gumpert, Mr. and Mrs.	Shepherd, Mr. E. B.
Harston, Dr. and Mrs.	Sinclair, Mr. A.
G. M.	Sobotta, Mr. Hans
Hays, Mr. J.	Tomlin, Mr. C. H.
Hughes, Col. G. A.	Tomlin, Mr. C. H.
Jeffries, Mr. H. U.	Wheeler, Col. H. J.
Lee, Mr. J. E.	Wheeler, Col. H. J.
Mackie, Mr. C. Gordon	Wheeler, Mr. H. B.

## CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Andrews, R.N., Staff	Hamilton, Lt.-Col. H.
Surg. and Mrs. A. G.	Hamilton, Mrs.
Einder, Mr. Gustav	Hopkins, Mrs. George
Callaghan, Capt.	B. B.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
Clarke, Mrs.	Volpicelli, Consul

## KOWLOON HOTEL.

Baer, Dr. Med.	Rust, Mr. H.
Burinton, Mrs.	Seawall, Capt. and Mrs.
Foster, Mr. and Mrs.	Sheppard, Mr. Percy A.
R. R. and child	Sopet, Mr. H. W.
Leary, Lieut. C.	Thomson, Mr. & Mrs.
Lundholm, Capt.	Wittmuss, Capt.

## EXCHANGE.

Hongkong, 21st February.	
OM LONDON, Telegraphic Transfer	2/0
Bank Bills on demand	1/0 1/16
Credits, 4 months' sight	3/0 1/16
D'ments, 4 months' sight	2/0 1/16
ON BERLIN, (demand)	1/0 1/16
ON PARIS, Bank Bills on demand	1/0 1/16
Credits, 4 months' sight	1/0 1/16
ON NEW YORK, Bank Bills on demand	1/0 1/16
Credits, 30 days' sight	1/0 1/16
ON BOMBAY, Telegraphic Transfer	1/0 1/16
Credits, 30 days' sight	1/0 1/16
ON SHANGHAI, Telegraphic Transfer	1/0 1/16
Credits, 30 days' sight	1/0 1/16
ON YOKOHAMA, T.T.	1/0 1/16
Switzerland, Bank's Buying Rate	1/0 1/16
Gold, 100 to 1000	1/0 1/16
Bar Silver	1/0 1/16
Dollars	1/0 1/16

## VESSELS IN PORT.

AMIGO, German steamer, 772, J. Bendixen, 14th Feb.—Salmon 9th Feb. Rice—	
ANFIMO, Japanese steamer, 1053, S. Asumi, 17th Feb.—Anping 14th Feb. and Swatow 16th, General—Mitsui Bussan Kaisha.	

CANTON, British steamer, 1,110, D. F. F. Lawrence, 19th Feb.—Salmon 14th Feb. Rice—Jardine, Matheson & Co.	
CHELVIA, British steamer, 2,467, J. T. Davies, 16th Feb.—Calcutta via Penang and Singapore 9th February, General—Jardine, Matheson & Co.	
CHING PING, German steamer, 1,049, S. Newman, 19th Feb.—Chinkiang 14th Feb. General—C. E. & M. Co.	
CHINGTOW, British steamer, 2,260, J. E. Williams, 19th Feb.—Sydney via Ports 25th Jan. General—Butterfield & Swire.	
CHOWTAT, German steamer, 1,115, J. A. Morris, 16th Feb.—Bangkok 7th Feb. Rice and Timber—Butterfield & Swire.	
CLARA, German steamer, 675, A. Hansen, 18th Feb.—Haiphong and Hoihow 17th Feb. General—Jensen & Co.	
ELITA ROSSACK, German steamer, 1,161, Bruhn, 17th Feb.—Bangkok 9th Feb. Rice and General—Melchers & Co.	
EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb.—Vancouver, B.C. 28th Jan. and Shanghai 17th Feb. Mails and General—C. P. R. Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan.—Mojoi 30th Dec. Coal—Mitsui Bussan Kaisha.	
FORMOSA, British steamer, 674, A. E. Hodgins, 18th Feb.—Tamsui 16th Feb. and Amoy 17th, General—Douglas, Lapraik & Co.	
FOONG SANG, British steamer, 1,092, G. S. Weigall, 18th Feb.—Manila 15th Feb. Ballast—Jardine, Matheson & Co.	
GALZIE, British steamer, 2,691, Wm. Finch, R.N.R., 18th Feb.—San Francisco 16th Jan. Honolulu 14th, Yokohama 8th Feb. Kobe 9th, Nagasaki 13th, and Shanghai 16th, Mails and General—O. & S. S. Co.	
GLENTURK, British steamer, 3,026, R. W. Wether, 17th Feb.—Tacoma via Japan 7th Jan. General—Dodwell & Co., Ltd.	
HAILAN, French steamer, 377, H. Marlis, 19th Feb.—Pakhoi and Hoihow 18th Feb. General—A. R. Marty.	
HAILEDONG, British steamer, 783, H. Bathurst, 19th Feb.—Haiphong and Hoihow 18th Feb. Rice—Douglas Lapraik & Co.	
HAITAN, British steamer, 1,183, J. S. Roach, 16th Feb.—Fochow 13th Feb. Amoy 14th, and Swatow 15th, General—Douglas Lapraik & Co.	
HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 18th Feb.—Mojoi 13th Feb. Coal—Mitsui Bussan Kaisha.	
HUE, French steamer, 705, G. Godinau, 3rd Feb.—Haiphong and Hoihow 2nd Feb. General—A. R. Marty.	
KWEILIN, British steamer, 1,293, J. McKenzie, 18th Feb.—Canton 18th Feb. General—Butterfield & Swire.	
MAUSANG, British steamer, 1,643, R. Cox, 13th Feb.—Sandakan 6th Feb. Timber—Jardine, Matheson & Co.	
MORRA KOLL, German steamer, 1,719, G. Knaelt, 17th Feb.—Mojoi 9th Feb. Coal—Meyer & Co.	
NANYANG, German steamer, 981, Th. Lehmann, 23rd Jan.—Maurius 29th Dec. and Singapore 14th Jan. Sugar—Siemssen & Co.	
PERA, British steamer, 1,274, R. W. Almond, 18th Feb.—Manila 15th Feb. General—Hendley & Co.	
PETRIANA, British steamer, 1,120, Snopce, 17th Feb.—Belik, (Papan) 7th Feb. Kerosine—Arnhold, Karberg & Co.	
PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 14th Feb.—Bangkok 5th Feb. Rice—Butterfield & Swire.	
PROGRESS, German steamer, 687, P. Brandt, 16th Feb.—Touren 12th Feb. Coals Rice and General—Siemssen & Co.	
SISHAN, British steamer, 845, H. N. Holton, 17th Feb.—Saigon 14th Feb. General—Bradley & Co.	
STENTOR, British steamer, 4,308, C. Jackson, 20th Feb.—Liverpool and Singapore 14th Feb. General—Butterfield & Swire.	
SUNGKIAN, British steamer, 1,071, S. W. Moore, 17th Feb.—Manila 14th Feb. General—Butterfield & Swire.	
TACOMA, American steamer, 1,689, Andrew Dixon, 15th Feb.—Tacoma, Wash. U.S.A. 14th Jan. General—Dodwell & Co., Ltd.	
TAI LEE, German steamer, 823, T. Calender, 19th Feb.—Saigon 14th Feb. Rice—Meyer & Co.	
THALES, British steamer, 820, A. Robson, 16th Feb.—Singapore 15th February, General—Douglas, Lapraik & Co.	
TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan.—Mojoi 6th Jan. Coal—Mitsui Bussan Kaisha.	
TRITOS, German steamer, 1,033, H. Clausen, 17th Feb.—Singapore 16th Feb. General—Siemssen & Co.	
TYR, Norwegian steamer, 1,418, Gvam, 13th Feb.—Shanghai 10th Feb. General—E. A. T. Co.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.—Otaru (Japan) 21st Dec. Coal—H. & H.	
WONGKOL, German steamer, 1,115, Muller, 18th Feb.—Bangkok 13th Feb. Rice—Carlowitz & Co.	

## Sailing Vessels.

ADOLPH BRIG, American ship, 1,262, Ambury, 19th Dec.—New York 2nd June, and Chefoo 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hemmings, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept. Coal—Government.	
LOTHAIR, Italian bark, 972, Bazzo, 19th Jan.—from Calao, Ballast—Order.	
MOZAMBIQUE, British ship, 2,305, Robert Clerance, 14th Feb.—New York 22nd Sept. Kerosine—Standard Oil Co.	
NIUE, British masted bark, 3,262, D. Steven, 6th Feb.—New York 5th Sept. Kerosine Oil—Standard Oil Co.	
ST. PAUL, American ship, 1,824, Treat, 29th Jan.—New York 9th Sept. Kerosine—Standard Oil Co.	
VALK OF DOON, British bark, 669, J. Petersen, 19th Feb.—Relang 8th Jan. Timber—Sander, Wierler & Co.	
VIMIRIA, British 2-masted bark, 2,235, D. S. Millan, 23rd Jan.—New York 3rd Sept. Case Oil—Order.	
WEST YORK, British bark, 706, Forster, 13th Jan.—Rajang via Borneo and Sarawak 1st Jan. Timber—Sam See Ching.	

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 21st, 1901.	
Alacrity, despatch vessel, 1,700 tons, 10 6-p. g. guns, 3,000 h.p., Commander G. G. P. M. Crockett, Hongkong.	
Algeria, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. P. Hunt, Singapore.	
Arcturion, British cruiser, 3,400 tons, Capt. J. Starke, Hongkong.	
Argentine, British cruiser, 11,000 tons, 16,500 h.p., 16-6 inch g. guns, Capt. G. H. Cherry, R.N., Hongkong.	
Astrak, British and class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, British cruiser, 6,600 tons, 12 guns, 12,000 h.p., Capt. E. H. Bayly, C.B., Hongkong.	
Batavia, 1st class battleship, 13,000 tons, 14 guns, 12,000 h.p., Capt. G. J. S. Wainman, Shanghai.	

*Blenheim*, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Captain Henderson, left England, 17th January.

*Bonaventure*, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

*Brit*, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

*Brismar*, British gunboat, 710 tons, Comdr. F. Walter, Foochow.

*Centurion*, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., en route Singapore.

*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Wainwright-Ingram, Shanghai.

*Dido*, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Shanghai.

*Endymion*, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

*Esk*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

*Firbank*, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

*Glory*, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Woosung.

*Goliath*, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

*Hanti*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

*Hermione*, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

*Humber*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

*Isti*, British cruiser, 5,550 tons, Capt. G. M. Henderson, Wei-hai-wei.

*Jinnu*, torpedo-boat destroyer, in reserve.

*Linnet*, iron-vessel, 756 tons, 3 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

*Lisard*, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

*Orlando*, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., en route Shanghai.

*Otter*, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

*Peacock*, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. G. F. R. Coode, Singapore.

*Phaenix*, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

*Pigmy*, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

*Pique*, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt.-H. C. Reynolds, Shanghai.

*Plover*, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

*Redpole*, British gunboat, 855 tons, 6 guns, Lieut.-Com. G. Corbett, Shanghai.

*Roba*, British river-gunboat, 250 tons, 2 guns, Lieut.-Com. G. G. Webster, West River.

*Rosario*, British sloop, 930 tons, 6 guns, Com. C. Hamilton, Shanghai.

*Sandpiper*, British river-gunboat, 2 guns, Lt., Comdr. Carr, Hongkong.

*Snipe*, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.

*Swift*, iron-vessel, 756 tons, 3 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

*Taku*, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

*Tamra*, British ship, 4,500 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, British cruiser, 14,200 tons; 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

*Undaunted*, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Singapore.

*Wallaroo*, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. F. C. Noel, Nagasaki.

*Waterloo*, surveying-ship, 620 tons, Lieut.-Com. Lyne, Hongkong.

*Waiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

*Woodcock*, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

*Woodlark*, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. S. Hillman, Yangtze &c.

Torpedo-boats in Reserve Nos. 8 and 35, 36, 37 and 38, first-class; and 3 second-class boats.

**Miscellaneous.**

*Adamastor*, Portuguese cruiser, 1,757 tons, Capt. Andreu, Macao.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandt, Swatow.

*Kaiserin Elisabeth*, Austrian cruiser, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eissenan, Shanghai.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rostum, Swatow.

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Maria Theresia*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bles, Rittner v. Sambuch, Shanghai.

*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

*Zenta*, Austrian cruiser, 2,500 tons, Captain Skala, en route Swatow.

**FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons, twin screw, 26 guns, 9,500 h.p., Captain Korniloff, at Nagasaki.

*Admiral Nezhinskiy*, Russian armoured cruiser, 4,800 tons, 9,000 tons, 8,000 i.h.p., Capt. Verolouski, at Tientsin.

*Alchou*, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.

*Bobry*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolskiy, at Taku.

*Dimitri Donchik*, Russian armoured cruiser, 5,353 tons, twin screw, 24 guns, 7,000 h.p., Captain Sharon, at Taku.

*Gadamaid*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Sererebnikoff, at Taku.

*Gremiatichsky*, Russian armoured cruiser, 1,450 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalnsky, at Taku.

*Koreytze*, Russian cruiser, 1,210 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Tientsin.

*Manchou*, Russian cruiser, 1,200 tons, 17 guns, 2,150 h.p., 1,500 h.p., Capt. Yakovlev, at N. N.

*Nazurin*, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

*Nayadinski*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Otawari*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprimoff, at Nagasaki.

*Priyorskaya*, Russian battleship, 12,000 tons, Capt. Grevy, at Nagasaki.